

Message Text

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ACTION EB-07

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FM AMEMBASSY TOKYO

TO SECSTATE WASHDC 9614

LIMITED OFFICIAL USE TOKYO 5327

E.O. 11652: N/A

TAGS: EAIR JA

SUBJ: CIVAIR: NORTHWEST SCHEDULE PROBLEM

1. NORTHWEST AIRLINES (NWA) HAS BROUGHT TO EMBASSY'S ATTENTION A PROBLEM INVOLVING ITS FLIGHT NW-21 WHICH OPERATES BETWEEN MINNEAPOLIS AND TOKYO VIA LOS ANGELES AND HONOLULU. SINCE INAUGURATION OF THIS SERVICE IN 1970, NW-21 HAS BEEN SCHEDULED TO ARRIVE TOKYO AT 2155 IN WINTER AND AT 1950 IN SUMMER. (CHANGE IN SCHEDULE IS DUE TO SEASONAL CHANGES IN WINDS ALOFT AND CHANGE TO DAYLIGHT SAVING TIME IN U.S.) THE TRANSITION TO WINTER AND SUMMER SCHEDULES OCCURS EACH YEAR ON OCTOBER 27 AND APRIL 27, RESPECTIVELY.

2. AFTER NWA/TOKYO FILED ITS 1975 SUMMER SCHEDULE IT WAS INFORMED BY JCAB THAT THE USUAL CHANGE IN ARRIVAL TIME AT TOKYO FOR NW-21 WOULD NOT BE APPROVED BECAUSE OF A SHORTAGE OF B-747 PARKING SPOTS AT HANEDA. ACCORDING TO NWA, IT IS NOT POSSIBLE AT THIS LATE DATE TO READJUST THE MINNEAPOLIS-CALIFORNIA-HONOLULU SECTOR OF NW-21 AND THIS SERVICE WILL BE OPERATED ON SUMMER SCHEDULE BEGINNING APRIL 27. THUS, IF JCAB'S DENIAL OF EARLIER ARRIVAL TIME AT TOKYO STANDS, NWA WILL HAVE TO HOLD NW-21 AT HONOLULU FOR TWO HOURS FIVE MINUTES. NWA CONSIDERS SUCH LIMITED OFFICIAL USE LIMITED OFFICIAL USE

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A DELAY TO BE UNACCEPTABLE FROM A SERVICE STANDPOINT.

3. ALL EFFORTS BY NWA/TOKYO TO RESOLVE PROBLEM WITH JCAB HAVE BEEN UNAVAILING. SIMILARLY, INFORMAL DISCUSSION

OF PROBLEM WITH JCAB BY EMBOFF FAILED TO ACHIEVE SATISFACTORY RESULT. ARGUMENTS ADVANCED BY NWA ARE (A) HANEDA IS INTERNATIONAL AIRPORT AND INTERNATIONAL CARRIERS SHOULD HAVE PRIORITY WITH REGARD TO SLOT TIMES. (B) IF PROBLEM IS SHORTAGE OF PARKING SPOTS FOR WIDE-BODY AIRCRAFT, THE ORIGINAL B-747 OPERATOR SHOULD HAVE QTE GRANDFATHER UNQTE RIGHTS WITH REGARD TO SCHEDULE PROTECTION AND SHOULD NOT BE FORCED TO VACATE LONG-STANDING SLOT TIMES TO ACCOMMODATE NEW OPERATORS OF WIDE-BODY EQUIPMENT. (C) IF JCAB IS OBLIGED TO REGULATE AIRPORT SLOT TIMES, IT SHOULD CALL FOR PRIOR CONSULTATIONS WITH CARRIERS AND PUBLISH GROUND RULES AT LEAST SIX MONTHS IN ADVANCE TO PERMIT CARRIERS TO ADJUST THEIR SCHEDULES IN ORDERLY MANNER. IT IS NOT POSSIBLE TO MAKE LAST MINUTE SCHEDULE CHANGES IN LONG-HAUL SERVICE WITHOUT INCURRING HEAVY ECONOMIC PENALTIES.

4. RE POINTS (A) AND (B) ABOVE IT APPEARS THAT SEVERAL INTERNATIONAL CARRIERS HAVE BEEN PERMITTED TO OPERATE B-747 AIRCRAFT IN THE 1900 SLOT HOUR SINCE NWA LAST USED IT FOR NW-21. THESE INCLUDE JAL, WHICH WAS PERMITTED ON APRIL 1. TO CHANGE ARRIVAL TIME OF ITS FLIGHT 001 FROM 2130 TO 1915. NWA ALSO THINKS IT POSSIBLE THAT SOME JAPANESE DOMESTIC FLIGHTS MAY HAVE BEEN PERMITTED TO MOVE INTO 1900 SLOT HOUR SINCE NOV. 1974.

5. IN LIGHT FOREGOING, EMBASSY BELIEVES IT CAN BE REASONABLY ARGUED THAT JCAB IS NOT PROVIDING NWA FAIR AND EQUAL OPPORTUNITIES WITHIN MEANING ARTICLE 10 OF US/JAPAN AVIATION AGREEMENT. IF DEPARTMENT AGREES, REQUEST THAT WE BE AUTHORIZED TO MAKE FORMAL REPRESENTATION TO GOJ ON NWA'S BEHALF.
HODGSON

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